

BookletChart™

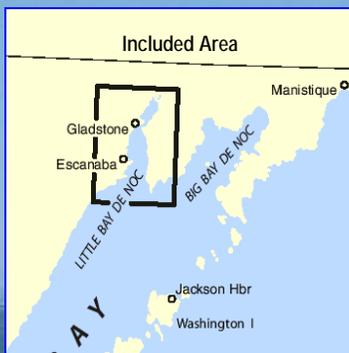


Little Bay de Noc

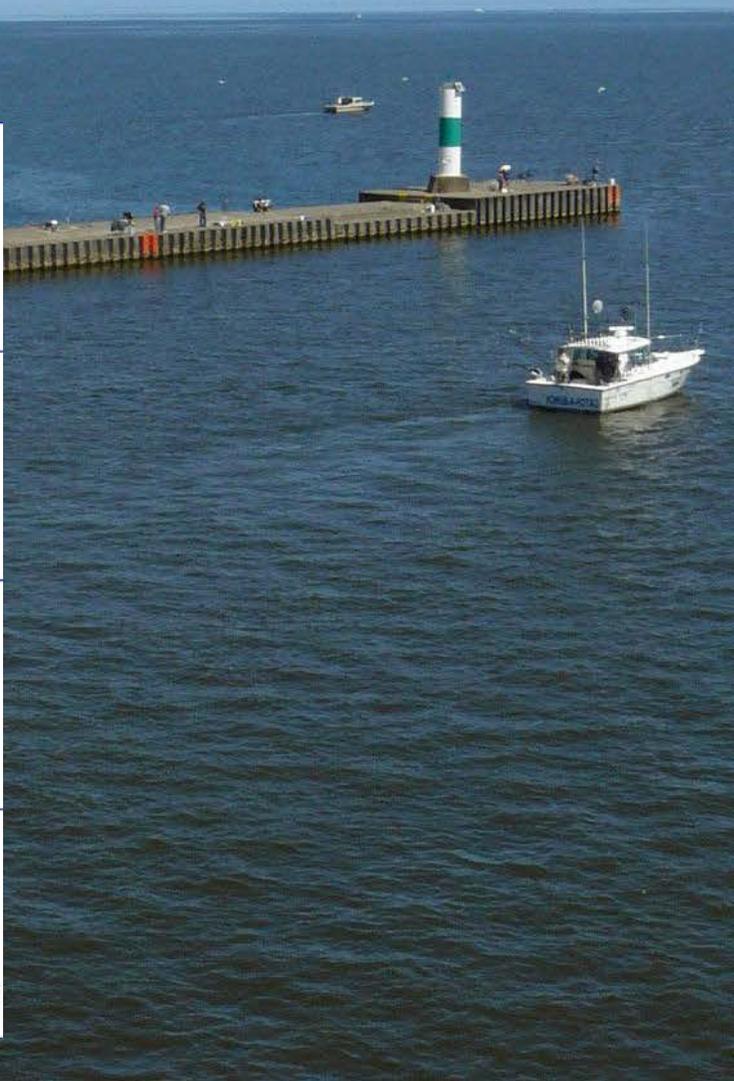
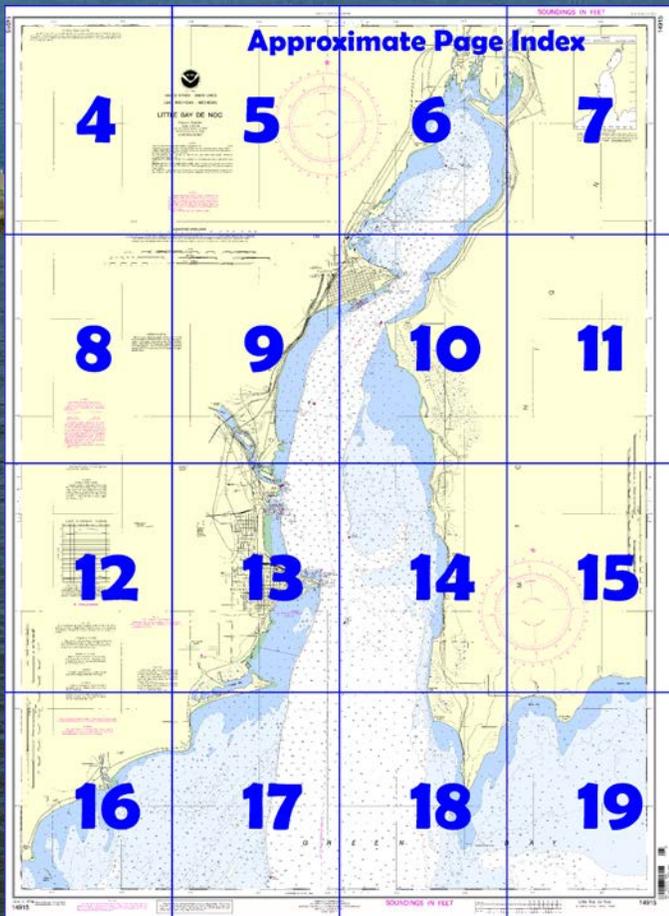
NOAA Chart 14915

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14915>



(Selected Excerpts from Coast Pilot)

Little Bay de Noc is the W arm of the N end of Green Bay. The bay is entered between **Fishery Point** on the W and Peninsula Point on the E. Very shallow ledges extend off both sides of the bay, but the natural channel up the middle of the bay has good deep water and permits the passage of the deeper draft vessels on the lakes.

Ford River, Mich., is a small fishing village at the mouth of **Ford River** on the W side

of the entrance to Little Bay de Noc.

Escanaba, Mich., is on the W side of Little Bay de Noc, 6 miles NE of Ford River and 7 miles NW of Peninsula Point. A lighted red brick cylindrical building in the city is prominent. **Sand Point**, marked by a private light, extends E from shore at the city and protects the harbor area on its N side. The harbor has depths of 28 to 40 feet within 0.4 mile of shore and affords access for the largest vessels on the lakes. **Escanaba River** flows into the harbor 2.5 miles NW of Sand Point.

Escanaba Light (45°44.8'N., 87°02.2'W.), 45 feet above the water, is shown from a white square tower with a green stripe on a crib on the NE side of the shoal on the N side of Sand Point; a fog signal is at the light. A buoy 0.35 mile W of the light marks the N side of an obstruction. A small-craft basin, developed by the city and the Michigan State Waterways Commission, is on the S side of Sand Point. A small island, connected to the mainland by a bridge at the W end, forms the S side of the basin. The entrance to the basin has depths of 9 feet, with 1 to 12 feet in the basin. A private light on Sand Point marks the N side of the entrance. Transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, launching ramp, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9. A boatyard 0.5 mile S of Escanaba River has a 50-ton vertical boat lift and can make repairs to 80-foot vessels.

From Sand Point the shore extends N, then bends NE to Saunders Point at Gladstone. Very shallow water extends up to 0.6 mile from shore in this reach.

Gladstone, Mich., is on the W side of Little Bay de Noc, 7 miles N of Escanaba. **Saunders Point**, marked by a light, extends E from shore at Gladstone and help protects the upper part of the bay on its SW side. The E part of the upper bay, just N of Gladstone, has depths of 23 to 30 feet, with shoaling to less than 10 feet in the W part. Buoys mark the E and N extent of shoals on the N side of Saunders Point.

A small-craft basin, developed by the city and the Michigan State Waterways Commission, is 1.2 miles SW of Saunders Point. The entrance to the basin, with a reported depth of 7 feet in 1999, is protected on the SW side by a pier and detached breakwater. The E end of the breakwater is marked by a private light and the entrance channel is marked by buoys. The basin has reported depths of 4 to 8 feet. A municipal marina in the basin offers: gasoline, diesel fuel, water, ice, electricity, sewage pump-out, transient berths, marine supplies, launching ramp and harbormaster services. The **harbormaster** monitors VHF-FM channels 16 and 9. A 3-ton hoist is also available for engine and minor hull repairs. Another public launching ramp is about 1.4 miles NW of Saunders Point Light on the shore W of Butlers Island.

Tacoosh River, Rapid River, and Whitefish River flow into the N end of Little Bay de Noc through a common mouth between spits of land that extend from the E and W shores of the bay. Shoals extend about 1 mile from the head of Little Bay de Noc. From the head of the bay to Squaw Point, depths of 1 to 3 feet extend about 0.3 mile off the E shore. Below Squaw Point, the shoal border increases to a width of over 2 miles and is marked on the W side by a lighted buoy 5.1 miles S of Squaw Point opposite the village of **Stonington, Mich.** The shore in the vicinity of Stonington is bluff. Below Stonington the shoal border decreases from 0.5 mile wide to about 0.2 mile wide at **Dutchman Point**, 4 miles S. From Dutchman Point to Peninsula Point, the shore should be given a berth of 0.8 mile.

Escanaba, Mich. **Local magnetic disturbance.**—Differences from normal variation of up to 17° have been observed in the vicinity of Escanaba.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland Commander
9th CG District (216) 902-6117
Cleveland, OH

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

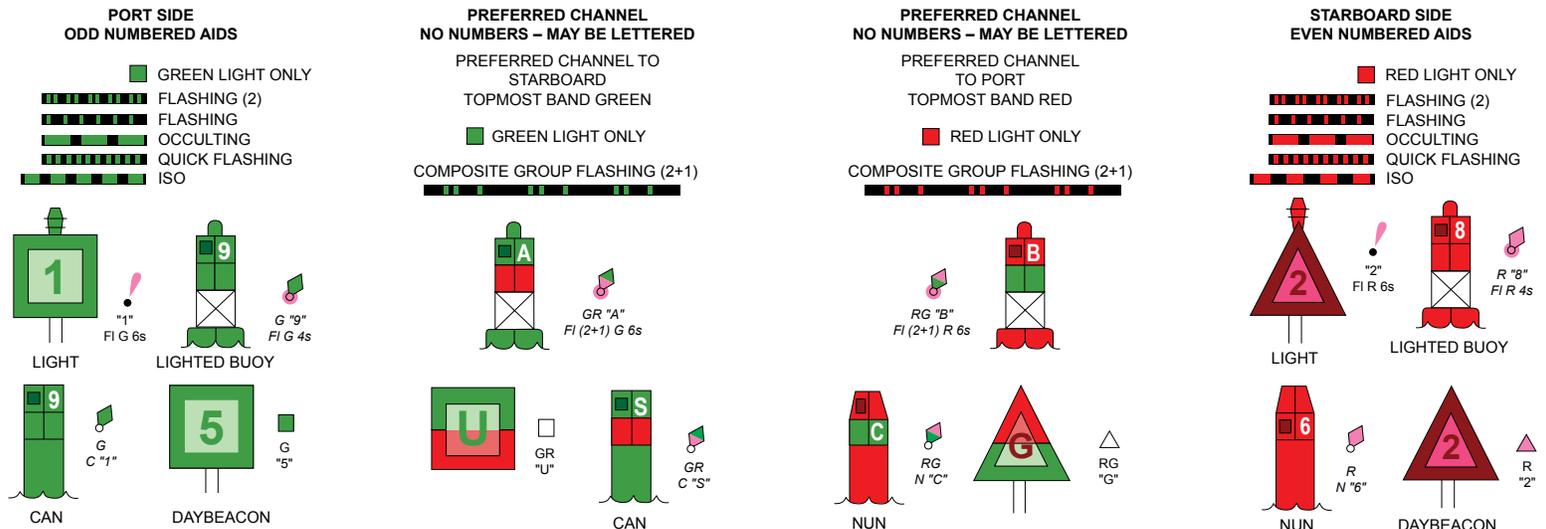
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

14915

87°10'

87°08'

87°06'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - MICHIGAN

LITTLE BAY DE NO

Polyconic Projection

Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov

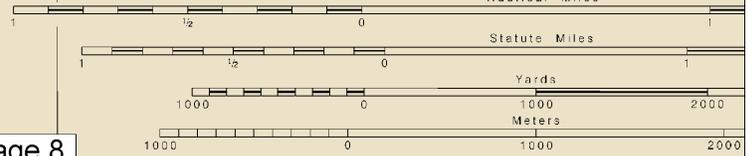
NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)
 Referred to mean water level at Rimouski, Quebec, International Great Lakes D
 SAILING DIRECTIONS. Bearings of sailing courses are true and distances give
 statute miles between points of departure.
 AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for suppleme
 concerning aids to navigation.
 SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbrevia
 No. 1
 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is a
 Datum, bridge and overhead clearances are reduced correspondingly. For clo
 Coast Pilot 6.
 AUTHORITIES. Hydrography and Topography by the National Ocean Service
 with additional data from the Corps of Engineers, Geological Survey, U.S. Cd

45°54'

45°52'

SCALE 1:30,000
Nautical Miles



Joins page 8

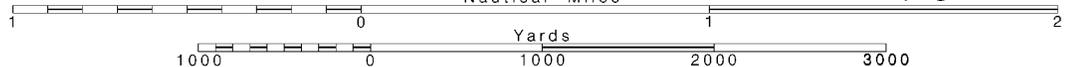
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:30,000~~
Nautical Miles

See Note on page 5.



87°04'

87°02'

45°

30°

15°

01'

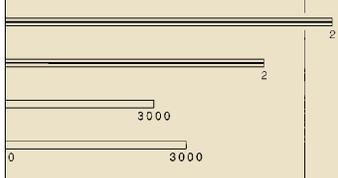
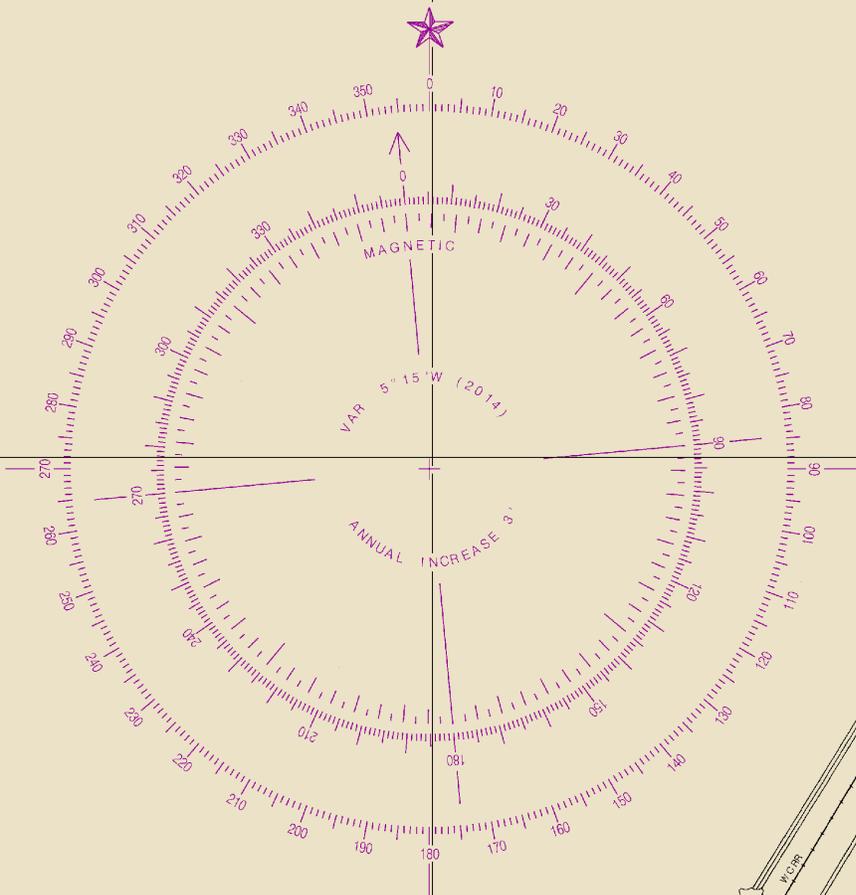
50"

87°00'

C

dv.

..... 577 ft.
Datum (1985)
Even thereon are in
mental information
Variations see Chart
above Low Water
variances see U.S.
Coast Survey,
Coast Guard.



R MAST
(2 Vert Lts)
(Oc Fl) (F R)

TK°

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



87°04'

87°02'

45°

30°

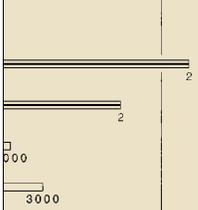
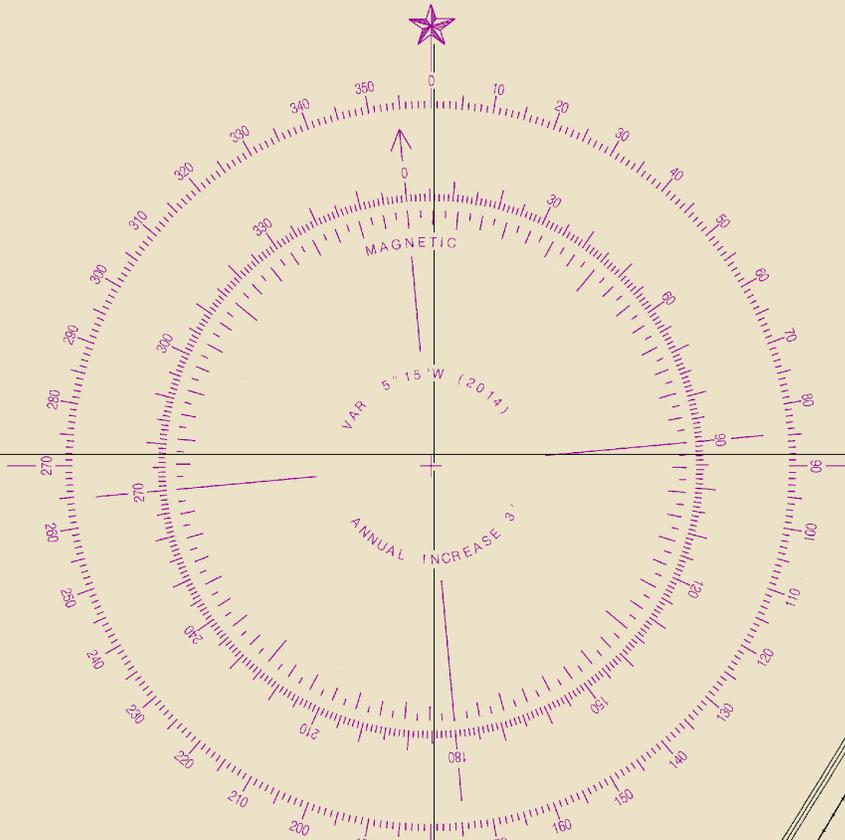
15°

01'

50"

87°00'

Joins page 5



R MAST
(2 Vert Lts)
(Oc R) (F R)

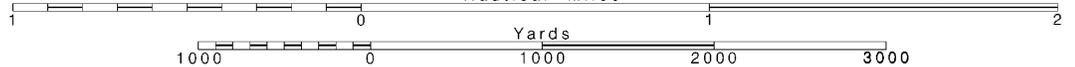
TK°

Joins page 10

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.

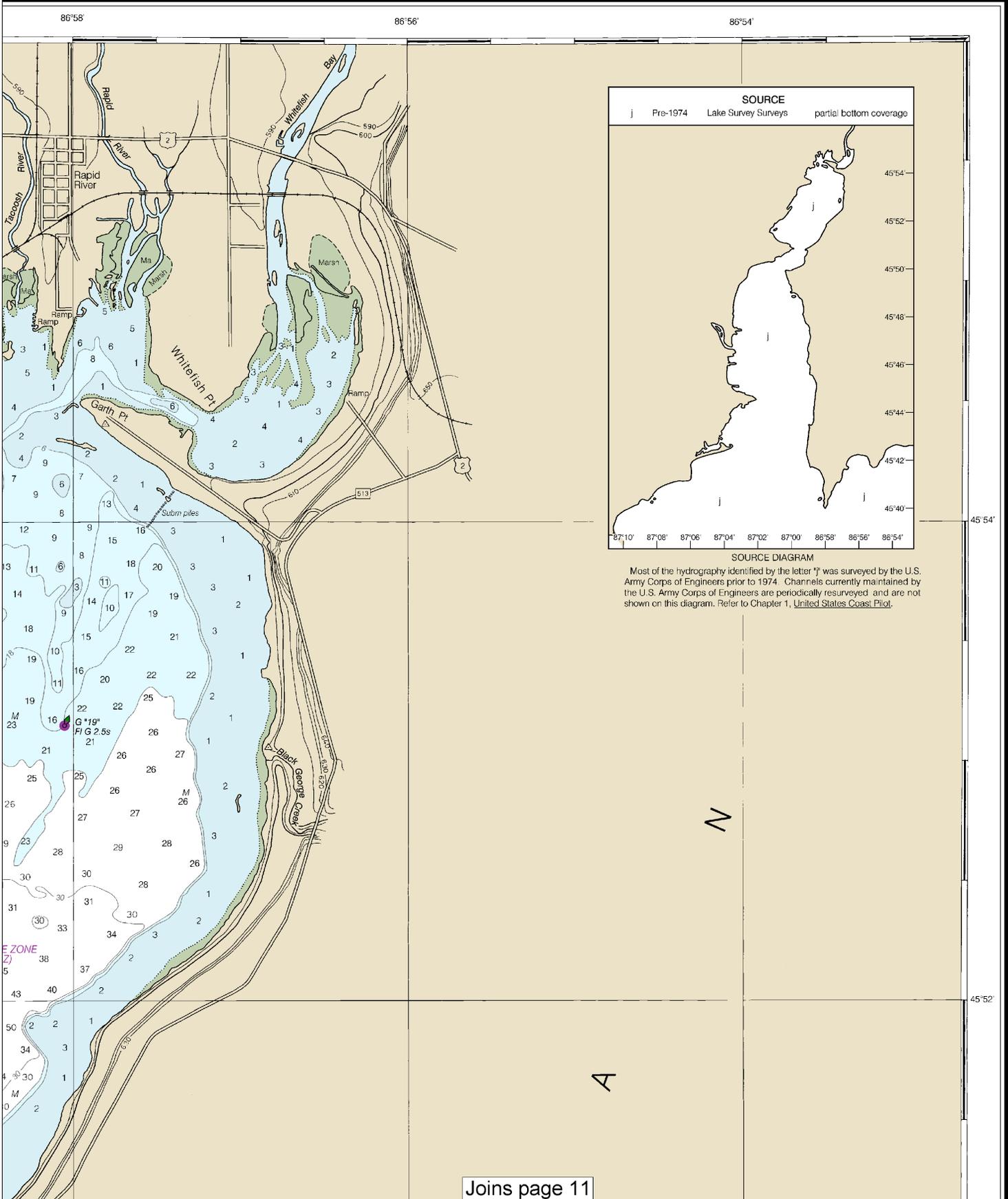


Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FEET

14915

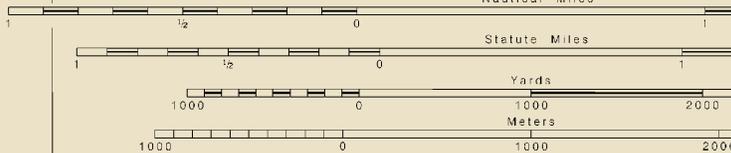


SOURCE DIAGRAM
 Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

Joins page 11

Last Correction: 6/16/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SCALE 1:30,000
Nautical Miles



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Navigation regulations are contained in U.S. Coast Pilot 6. Additional regulations may be found in the Notice to Mariners, 9th Coast Guard District, Detroit, Michigan. Refer to charted regulations.

HOR

The horizontal datum is North American for charting purposes. The datum is based on the World Geodetic System 1983 (WGS 84) datum. The average of 0.204' difference between the datum and the datum used for this chart is shown.

45°50'

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Esconaba, MI	KZZ-35	162.500 MHz
Marquette, MI	KIG-66	162.550 MHz
Sister Bay, MI	WXN-69	162.425 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

45°48'

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

R MAST (2 Vert Lts)
(Oc R) (F R)

47'

45°

CAUTION
POTABLE WATER INTAKE

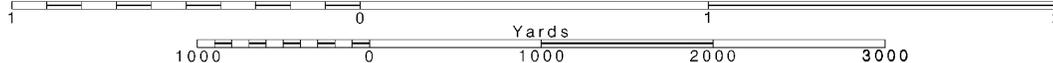


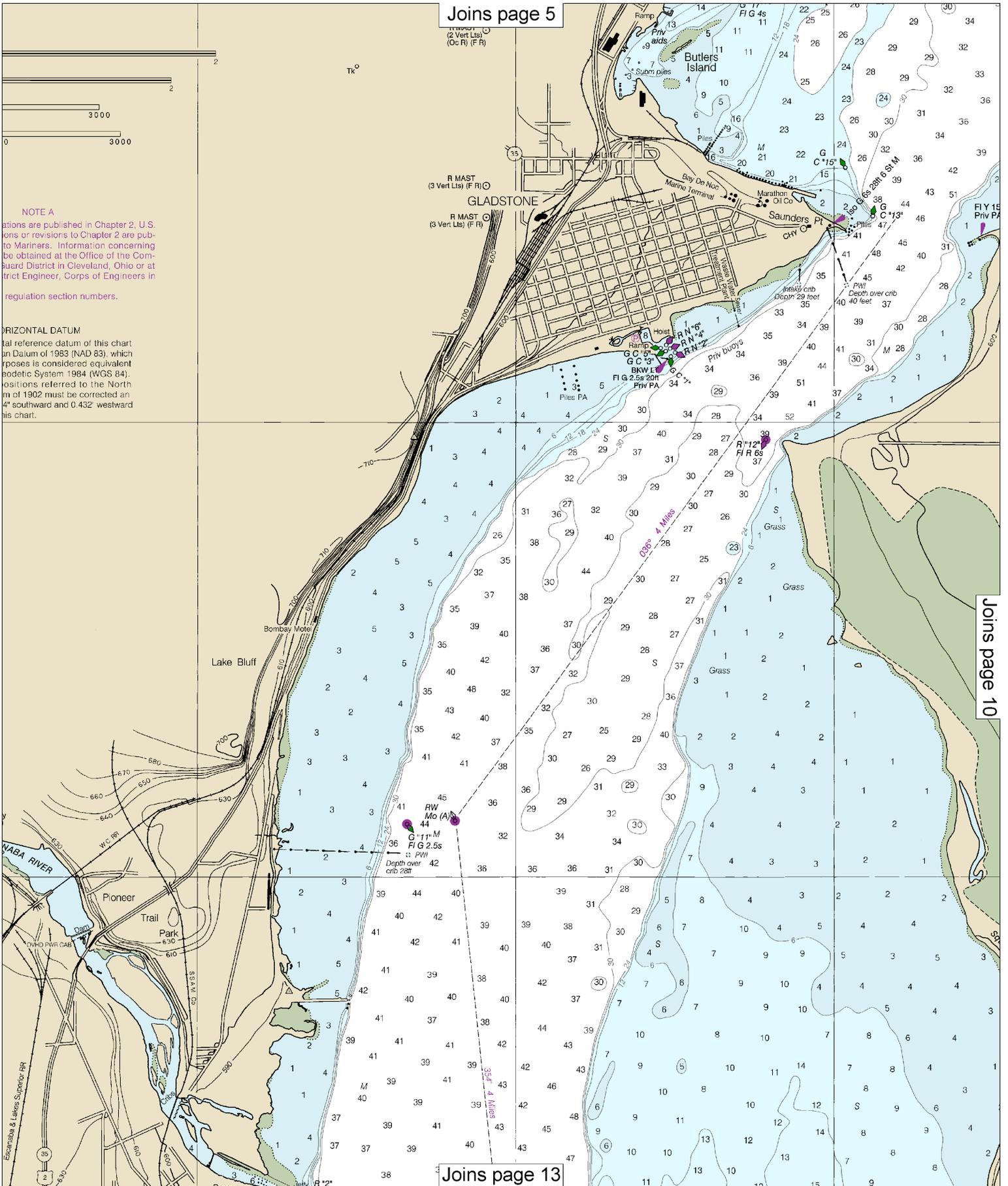
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



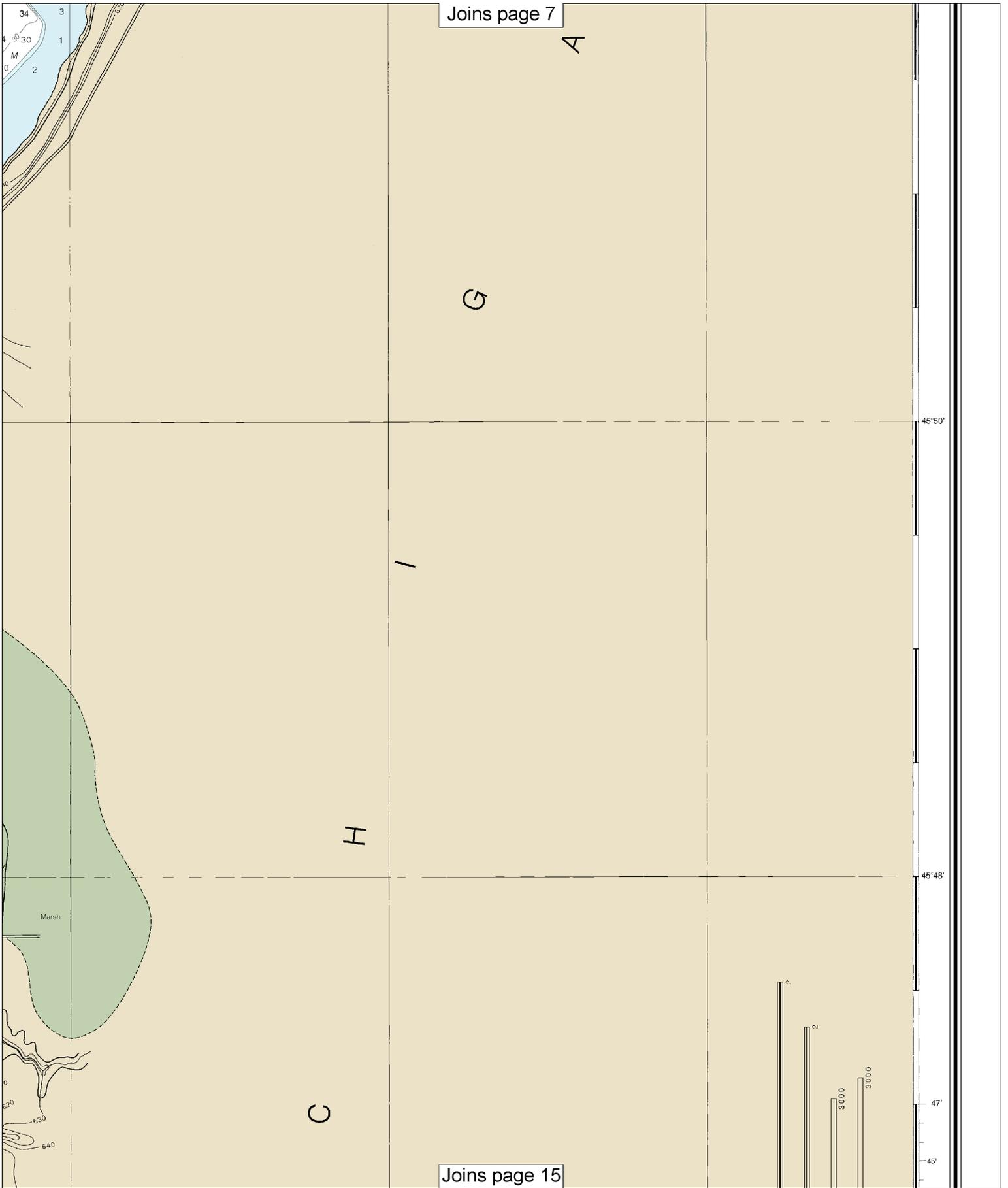


NOTE A
 Publications are published in Chapter 2, U.S. Notices to Mariners or revisions to Chapter 2 are published in Notices to Mariners. Information concerning these publications can be obtained at the Office of the Commanding Officer, U.S. Coast Guard District in Cleveland, Ohio or at the District Engineer, Corps of Engineers in Cleveland, Ohio. Regulation section numbers.

HORIZONTAL DATUM
 The horizontal datum of this chart is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1902 must be corrected an 4" southward and 0.432' westward for this chart.

Joins page 10

Joins page 13



Joins page 7

A

G

I

H

C

Joins page 15

45°50'

45°48'

47'

45'

2
2
3000
3000

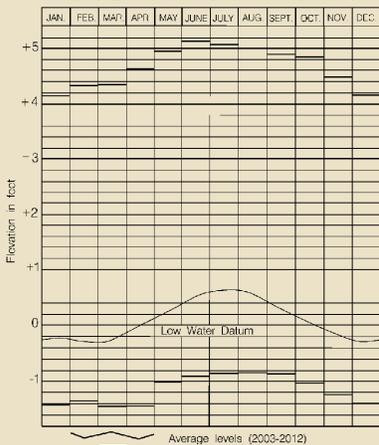
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

R MAST (2 Vert Lts)
(Oc R) (F R)

CAUTION
POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Pump-out facilities

R RELAY MAST
(2 Vert Lts)
(Oc R) (F R) (Oc R TR)

R MASTS
(WDBC)
680 KHZ
(3 Vert Lts)
(Oc R) (2 F R)

MARINER ACTIVATED SOUND SIGNAL
ESCANABA LIGHT - (MRASS) Horn is activated by keying mic 5 times on VHF-FM Ch 83A.

NOTE E
LOCAL MAGNETIC DISTURBANCE
Differences from normal variation of as much as 17° have been observed near Escanaba in the vicinity of Lat. 45°44', Long. 87°04'.

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

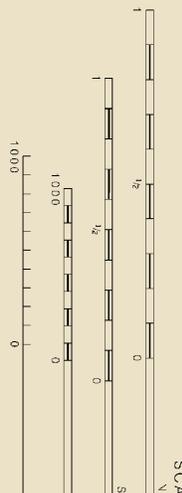
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Delta County Airport

AERO

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
 (Accurate location) (Approximate location)

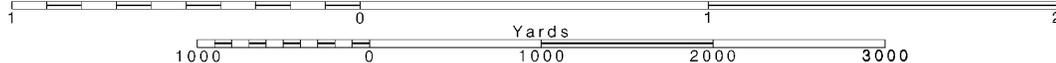


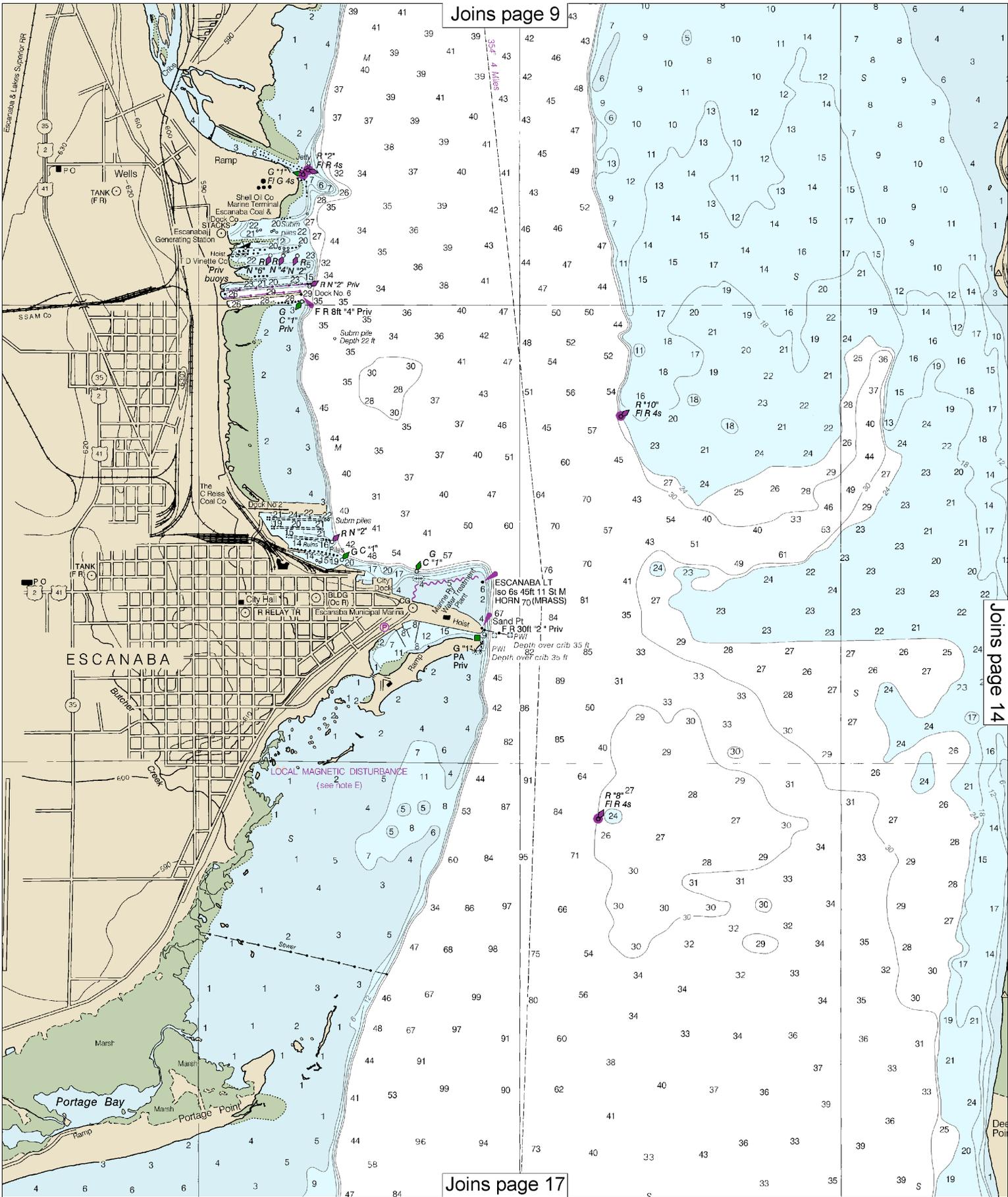
Note: Chart grid lines are aligned with true north.

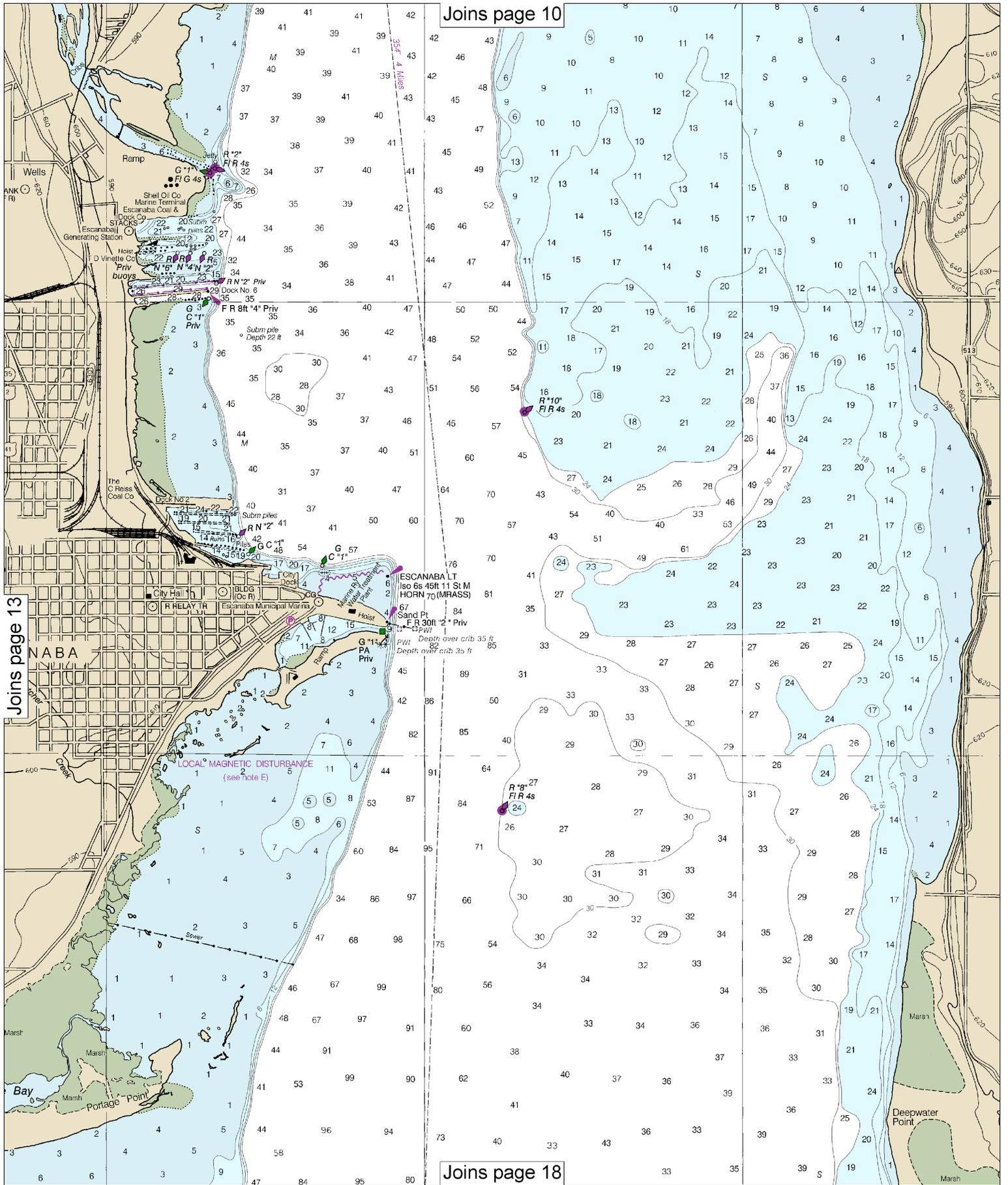
Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.







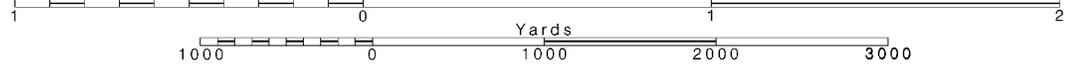
14

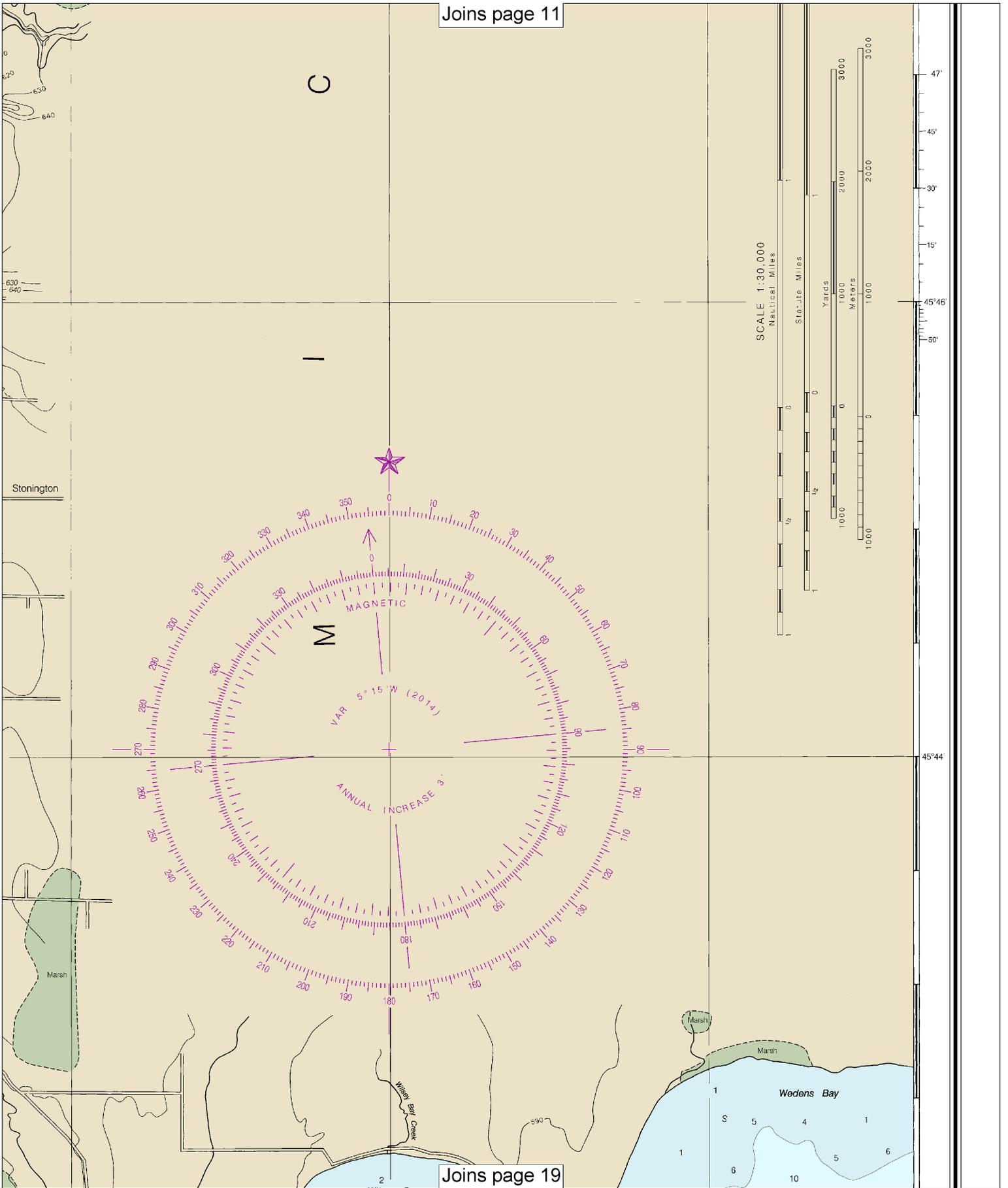
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.





Improved channels shown by broken subject to shoaling, particularly at the

Joins page 12

aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings are subject to error and should be used with caution. Station positions are shown thus: (O) (Accurate location) (o) (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

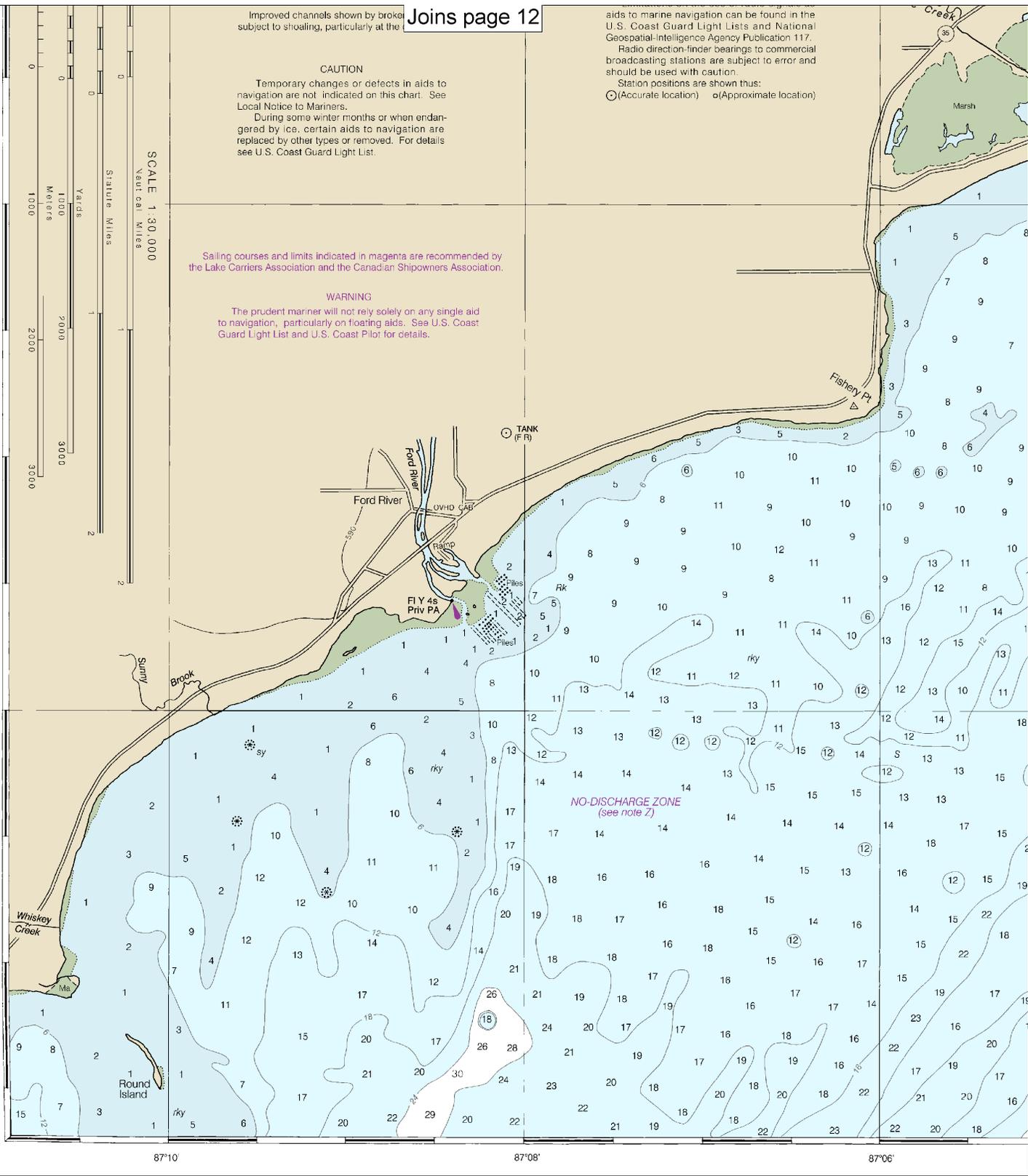
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SCALE 1:30,000



45°42' 45°40'

87°10' 87°08' 87°06'



NO-DISCHARGE ZONE (see note Z)

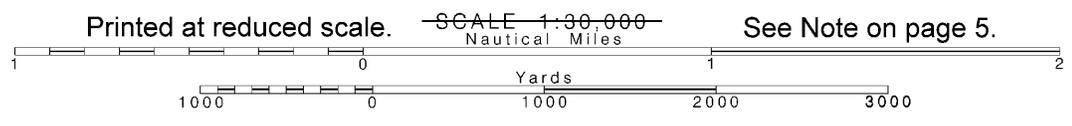
26th Ed., Mar. 2014
14915

Last Correction: 6/16/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

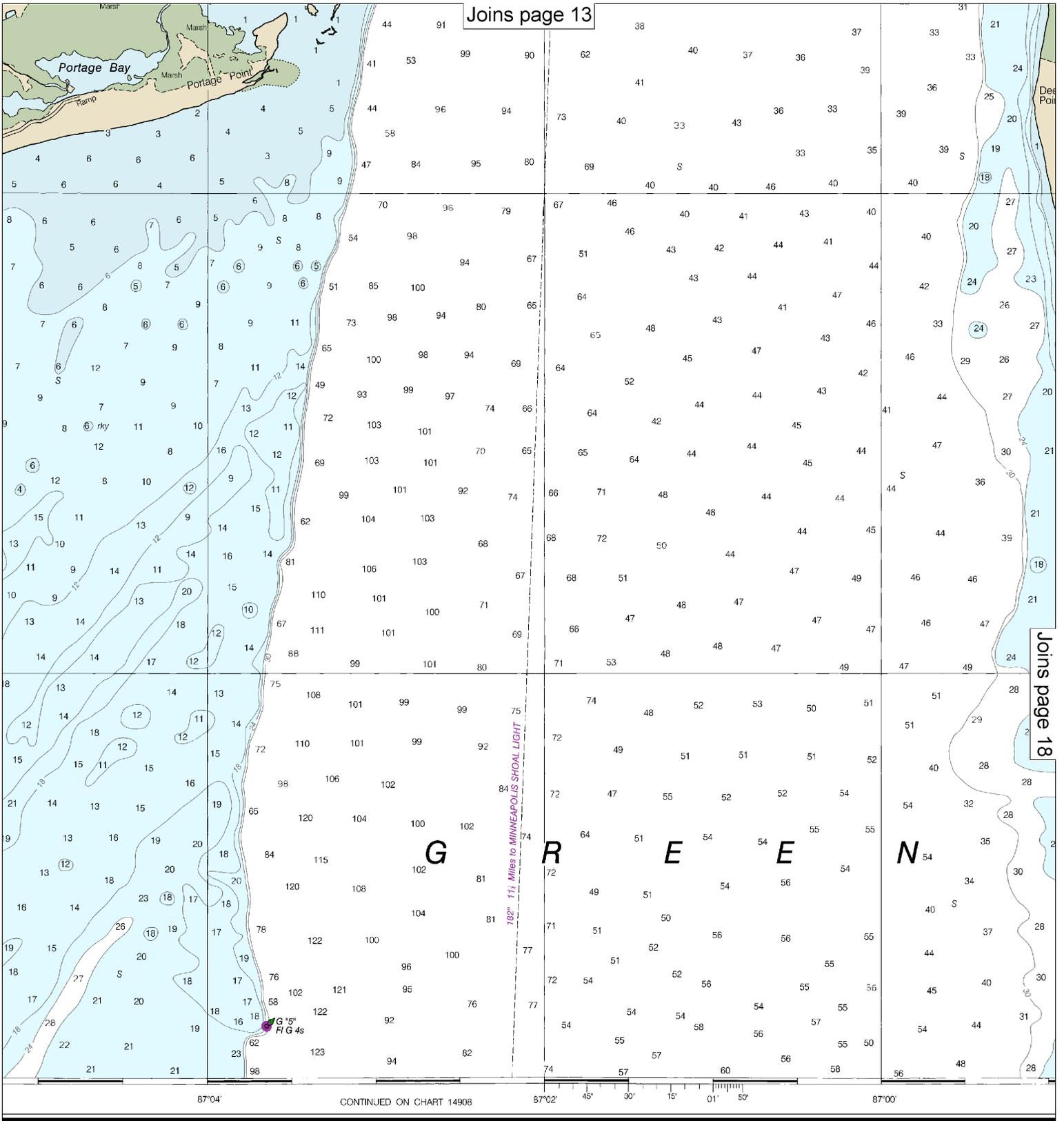
NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cont>

16

Note: Chart grid lines are aligned with true north.



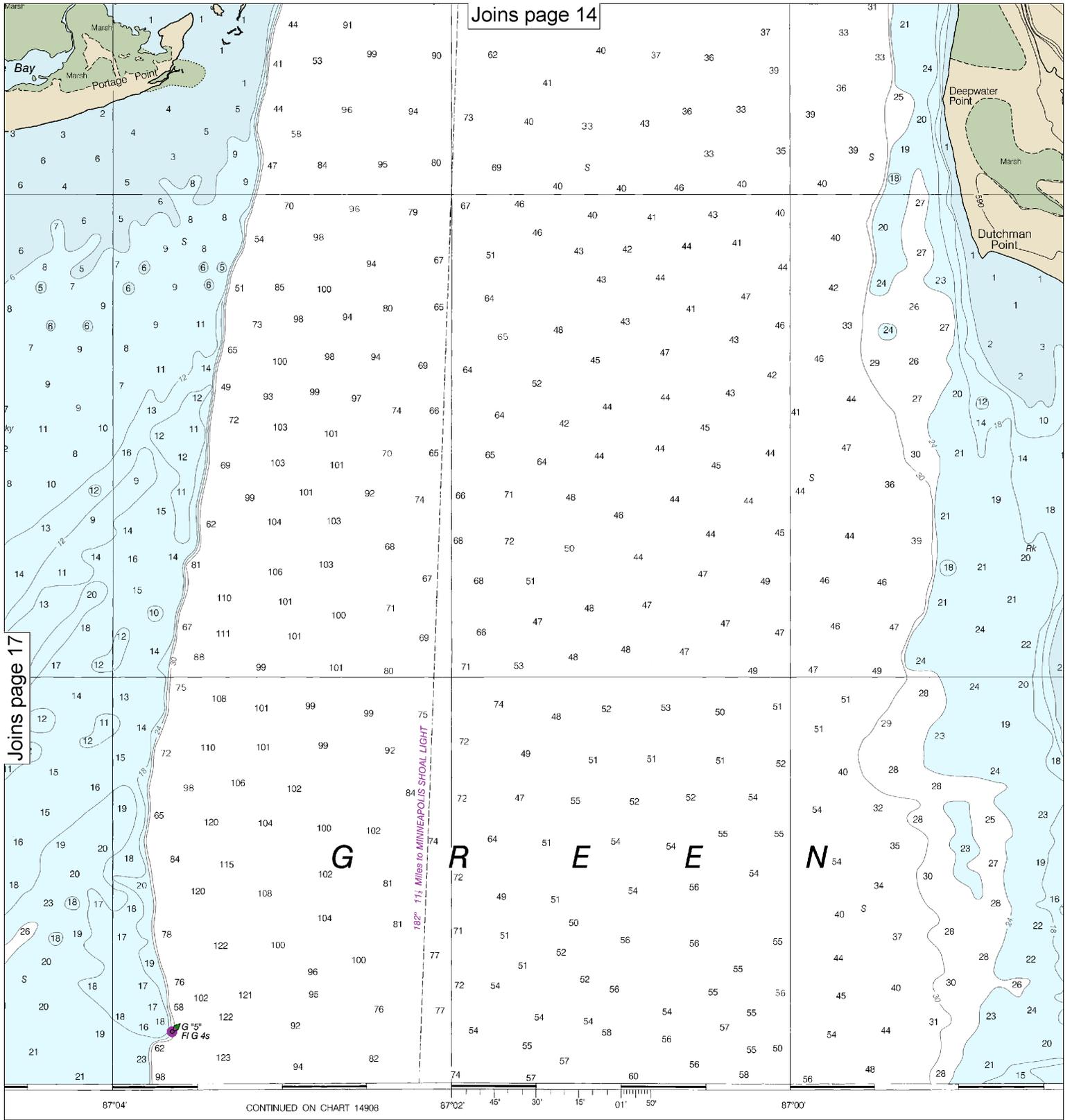
See Note on page 5.



is or comments
nact.htm.

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN



SOUNDINGS IN FEET

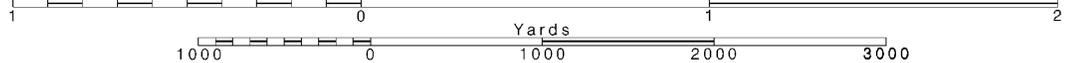
18

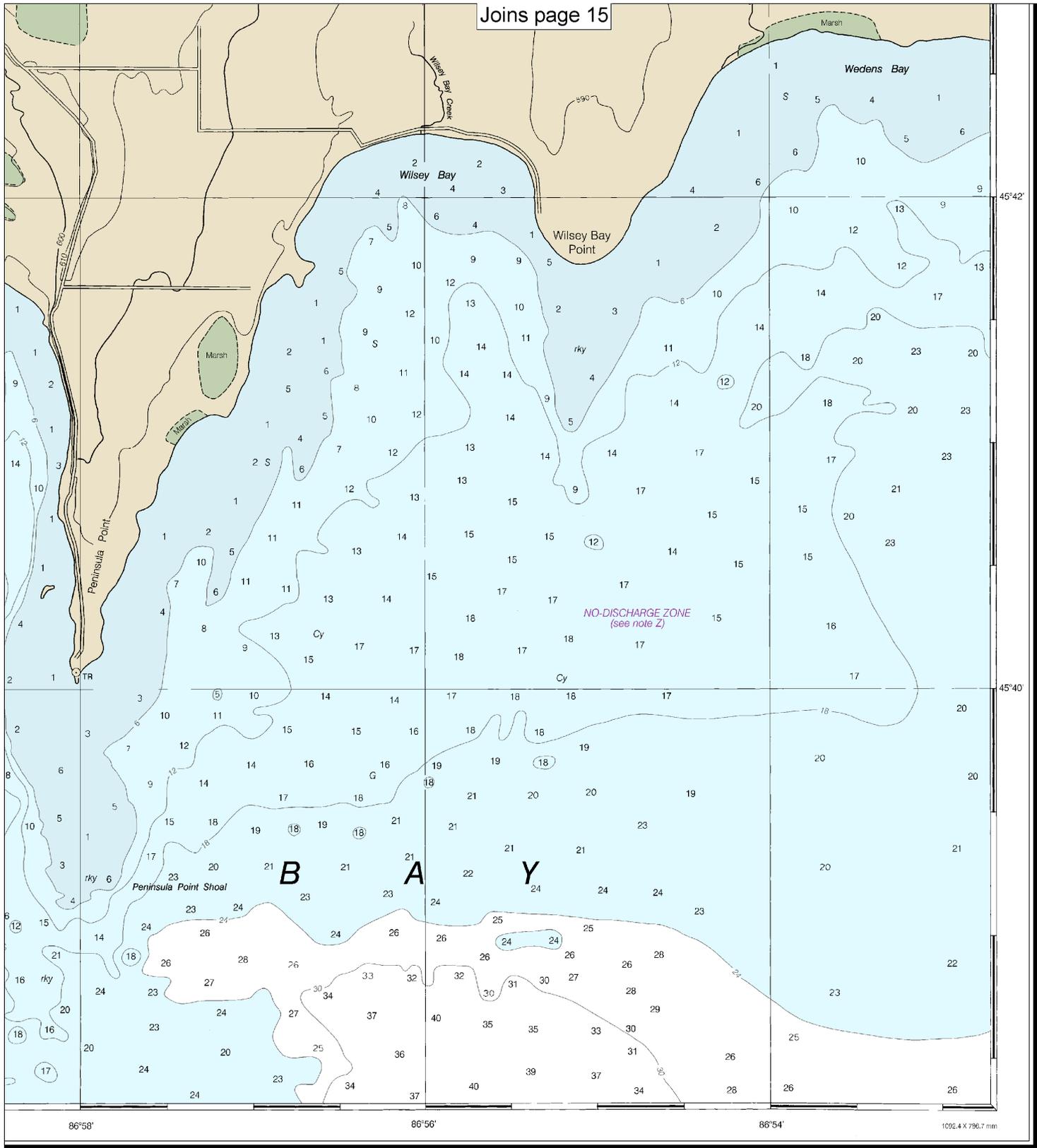
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Little Bay de Noc
SOUNDINGS IN FEET - SCALE 1:30,000

14915



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.